

Online resources for T-3 Polling & Equity

Tolling Outreach Overview, WSDOT & King County

[http://www.wstc.wa.gov/agendasminutes/agendas/2008/May21/May21_BP6 Tolling OutreachOverview.pdf](http://www.wstc.wa.gov/agendasminutes/agendas/2008/May21/May21_BP6_Tolling_OutreachOverview.pdf)

An overview of two telephone surveys and one focus groups study in central Puget Sound.

King County Tolling Focus Groups, Winter 07

<http://www.wsdot.wa.gov/NR/rdonlyres/23A39EFA-EA0D-4A7D-9B71-2B02A7DEF64C/0/2007 Tolling Pricing Survey.pdf>.

This is separate, dialogic report of the Winter Focus Groups discussed above.

Tri-County Tolling Survey Data, Fall 07

<http://www.wsdot.wa.gov/NR/rdonlyres/5BE9806D-F5B6-476A-BEEA-AF16571F6DBE/0/2007 WSDOT Survey.pdf>.

This is the data from the Fall Public Opinion Survey discussed above.

From: Low-Income Equity Concerns of U.S. Road Pricing Initiatives-

<http://www.upa.dot.gov/resources/lwincequityrpi/index.htm>

A survey of the equity impacts in the literature and from 5 implemented Urban Partnership Agreements.

Seattle

A King County transportation survey was conducted in December 2007. Many questions were asked of the 501 respondents, a number of them having to do with support for tolling. While the survey report did indicate the percentage of respondents in each income group, survey responses were not broken out by income. Among the findings was high support for tolling as against other alternatives when a specific infrastructure need was presented, with between 78 and 84% (depending upon the order in which answers were presented) preferring electronic tolls over a sales tax increase to fund the 520 bridge replacement.

Support for tolling grew substantially if a portion of revenues was dedicated to transit, even if tolls had to be significantly higher to allow such a diversion to occur. A toll of \$2.50 to fund the replacement of the Lake Washington floating bridge was supported by 64% of respondents, while 74% supported a \$4 toll to fund the bridge replacement along with increased transit and bicycling investments in the corridor. Thus, the equity and/or other benefits of increased transportation options were shown to be more important to respondents than keeping the toll rates as low as possible.

With revenues dedicated to replacing the 520 bridge, 69% of respondents indicated support for variable tolling. On another roadway where the need for tolling revenues was not also presented, only 28% of survey participants indicated support for congestion tolling even after the benefits of such tolling were described to them. The bottom line is that the use of revenues is an extremely important determinant in whether the public will support congestion pricing, and indeed is likely to be a more important determinant of support than the level of congestion charges and the design of the congestion pricing scheme.

From: the Environmental Defense Fund report, Four Ways New Yorkers Will Benefit From Congestion Pricing

<http://www.edf.org/page.cfm?tagID=19960>

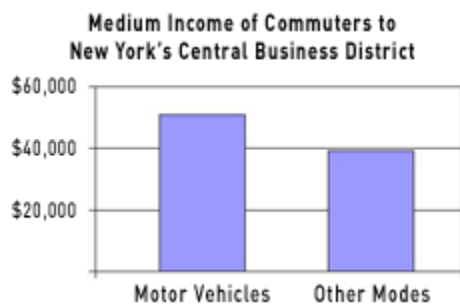
3. Congestion pricing is good for business

London and Stockholm have both adopted congestion pricing systems and their examples tell us a great deal about the benefits we can expect to bring to small businesses:

- **Significant traffic reductions.** In London, traffic delays decreased by 30%. Businesses in Stockholm were able to make 25 % more deliveries.
- **Cost savings and greater productivity.** Retail trade in Stockholm increased both inside and outside the charge zone, while retail sales in London are growing faster than in the rest of the U.K.
- **Approval from business.** Most London businesses surveyed (91 percent) in 2003 were either positive or neutral about the congestion charge.
- **No decrease in number of customers.** In London, there was no significant change in the number of visitors to central business district.

Reducing traffic through congestion pricing is expected to reduce travel time on New York's major corridors, allowing for faster deliveries (see map).

4. Congestion pricing is a fair solution



Transit is used by the majority of New Yorkers with only 5 percent of commuters driving into the central business district . Four out of five of those drivers have access to time-comparable mass transit. Furthermore, those who choose to drive have a median income 30% higher than transit riders.

Nevertheless, the Traffic Congestion Mitigation Commission has also recommended that the state consider a tax credit to safeguard against any unfair impacts on low-income drivers. While the wealthier minority of motorists will pay, the vast majority of New Yorkers will benefit; revenue from congestion pricing will go to transit improvements that ensure more reliable and timely commutes for all citizens.

Congestion pricing is equitable regionally, too, since transit and traffic benefits are widespread throughout each of the boroughs and surrounding areas. The NYC Department of Transportation is currently studying the option of residential parking permits as a solution to combat any park-and-ride activity in the surrounding neighborhoods.
